

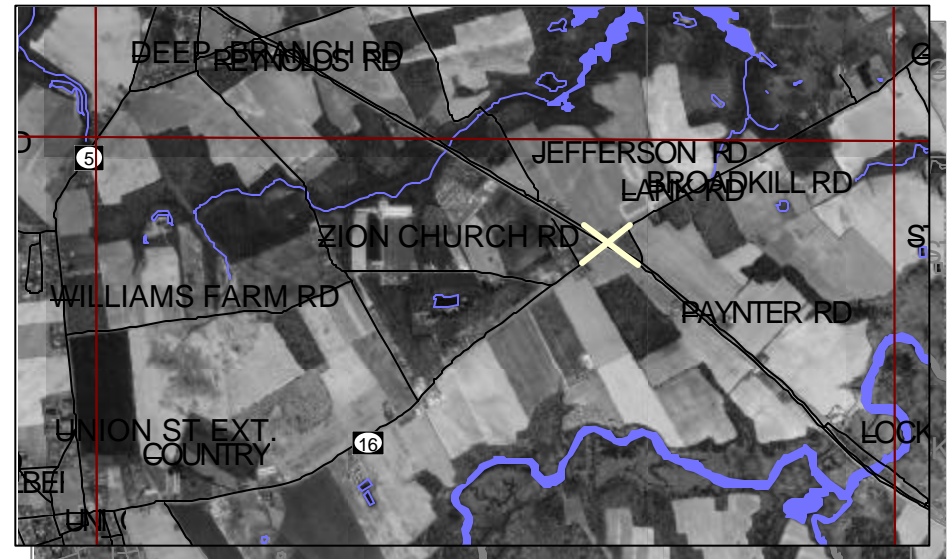
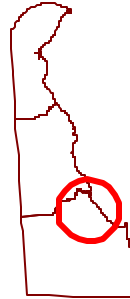
# *SUSSEX COUNTY ROAD SYSTEM*

***ROAD SYSTEM  
ARTERIAL  
ROADWAY  
IMPROVEMENTS***

**SR 1 AND SR 16 INTERSECTION IMPROVEMENTS**

**PROJECT SCOPE/DESCRIPTION:** Extend left turn lanes on SR 1 in northbound and southbound directions.

**PROJECT JUSTIFICATION:** Ease traffic congestion at busy intersection.



***SR 1 AND SR 16 INTERSECTION IMPROVEMENTS (CONTINUED)***

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Representative District:** 36  
**Senatorial District:** 18

***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
				150			150

*All \$ X 1,000*

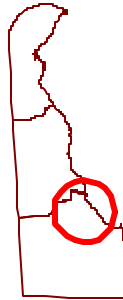
FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01 TOTAL	FY 2002 7/01-6/02 TOTAL	FY 2003 7/02-6/03 TOTAL	FY 2004 7/03-6/04 TOTAL	FY 2005-2007 7/04-6/07 TOTAL
	C	100% ST	150		150			
		TOTAL	150		150			

*All \$ X 1,000*

***SR 1 BUSINESS / SR 30 CONNECTOR, SOUTH OF MILFORD***

**PROJECT SCOPE/DESCRIPTION:** Design and construct a new road to connect SR 1 Business to SR 30, providing local residents access to SR 30 without using SR 1.

**PROJECT JUSTIFICATION:** To address SR 30 / SR 1 intersection operational problem, preserve the SR 1 corridor capacity, and separate local and through traffic.



***SR 1 BUSINESS / SR 30 CONNECTOR, SOUTH OF MILFORD (CONTINUED)***

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Expansion  
**Representative District:** 36  
**Senatorial District:** 18

***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			100	3,031			3,131

*All \$ X 1,000*

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
96-122-01	R/W C	100% ST 80% F – Q05	100 <u>3,031</u>	100 <u>3,031</u>				
		TOTAL	3,131	3,131				

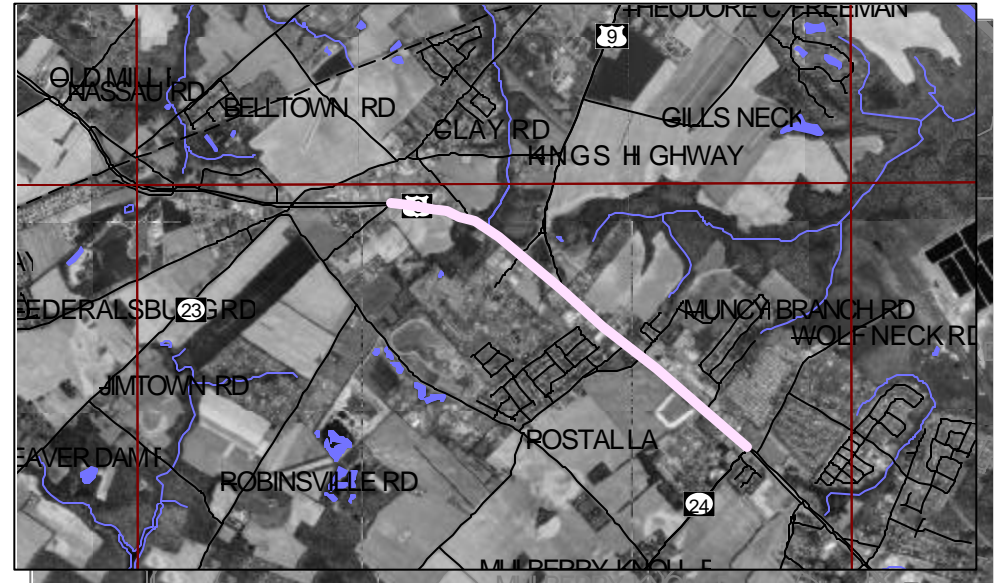
*All \$ X 1,000*



**SR 1, SR 24 TO NORTH OF US 9 (FIVE POINTS)**

**PROJECT SCOPE/DESCRIPTION:** This project adds a third lane southbound by widening the shoulder on southbound SR 1 from north of SR 24 to north of Five Points. This project also adds a sidewalk and “green area” that is consistent with the Charles B. Mills Boulevard concept. It will require right-of-way acquisition and utility relocation.

**PROJECT JUSTIFICATION:** Eliminate traffic backups into the City of Rehoboth. This section of southbound SR 1 has constrained capacity and a widened shoulder could facilitate its multi-modal usage in accordance with AASHTO’s recently updated guidelines.



**SR 1, SR 24 TO NORTH OF US 9 (FIVE POINTS) (CONTINUED)**

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Expansion  
**Representative District:** 37  
**Senatorial District:** 20

***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			80	540	2,150	11,258	12,120

***All \$ X 1,000***

FMB ID OR PROJ #	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
	LOC/ENV PE R/W C	100% ST 100% ST 100% ST 80% F	270 700 2,150 <u>9,000</u> 12,120	80    80	190 350   540	369 1,055   1,424	1,246    1,246	<u>10,012</u> 10,012

***All \$ X 1,000***



**SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS**

**PROJECT SCOPE/DESCRIPTION:** The proposed projects listed below are the result of Phase I of the SR 1 Grid Study. Further development of proposed solutions and alternatives as well as public involvement will be needed before these projects can move forward to design.

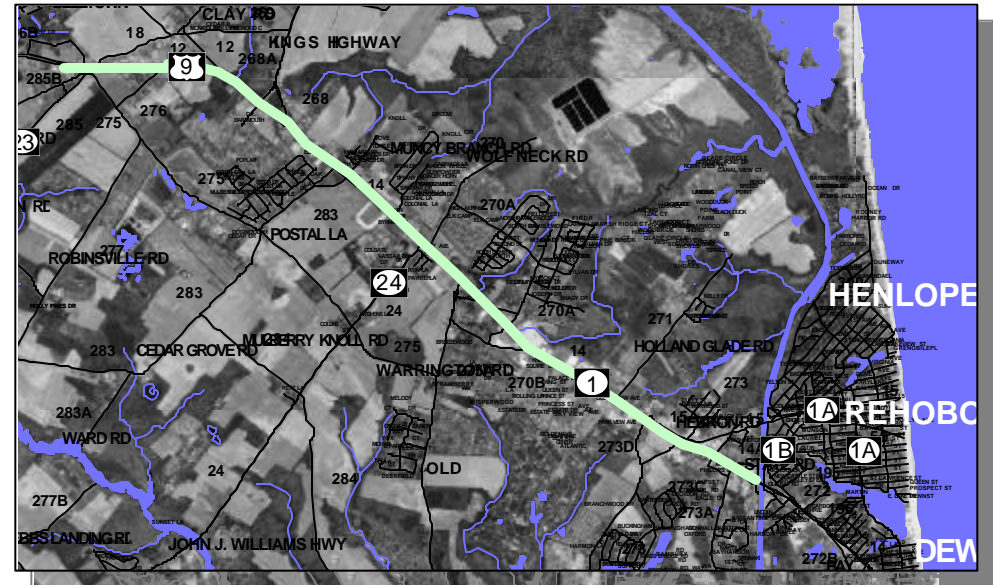
**1. Nassau Ped/Bike Connection:** This project provides a new relocated section for a portion of the American Discovery/Millennium Trail, making use of the existing grade separation between SR 1 and the DelDOT-owned railroad tracks at Nassau. It would provide a ped/bike crossing of SR 1 away from the Five Points intersection. Future expansion to the east and west would need to be done by others as part of other projects.



**2. Rehoboth Entrance Improvements:** This project improves operations and safety at the SR 1/1A split by providing a new access route connection to Rehoboth Avenue. It would use the existing SR 1 grade separation north of the Lewes and Rehoboth Canal and follow an alignment along the presently undeveloped Canal Landing area. This project requires acquisition of right-of-way from Canal Landing and the Corps of Engineers. It includes elements that were requested by the community, such as satisfying the request of the West Rehoboth community concerning Hebron Road, and providing an option that would allow for the relocation of buses from State Road south of the canal. It also would provide access to the canal area by motorists, bicyclists, and pedestrians and connect with DNREC's Lewes to Rehoboth multi-use trail north of Hebron Road.

**SR 1/Rehoboth Avenue Intersection Improvement:** This project would increase the capacity at the intersection of SR 1 and Rehoboth Avenue; expedite the flow of traffic leaving the beach; and allow more flexibility in controlling traffic signal operations. It includes the addition of a third northbound lane on SR1 approaching Rehoboth Avenue and a second westbound lane on Rehoboth Avenue approaching SR 1.

**3. Nassau Park-and-Ride Lot:** 600 to 700 vehicle park-and-ride facility that would be located near Five Points to intercept traffic from the north destined for Rehoboth Beach and Lewes/Cape Henlopen. The park-and-ride lot would have shared use potential and be coordinated with the SR265 grade separation being planned as part of the SR 1 Corridor Preservation Program north of Nassau. As part of the operation of the park-and-ride lot, it is anticipated there would be shuttle bus services into the resort areas and that the lot could be the site for bus transfers.



***SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS (CONTINUED)***

- 4. Ped/Bike Connection: Old Landing Road to Rehoboth:** This project provides a Bike Route 1 connection from Old Landing Road/Airport Road vicinity south to the entrance to Rehoboth on the west side of SR1. It involves the construction of a high-grade bike/ped facility that connects local communities. Some sections involve shoulder improvements. Other sections would be on new right-of-way. The alignment of the ped/bike facility would also connect to the existing Rehoboth park-and-ride lot and DelDOT's proposed SR1 ped/bike intersection improvements at Church Street and Bald Eagle Road.
- 5. Rehoboth to Lewes Bike Path:** Construction of a bikeway linking the cities of Lewes and Rehoboth Beach independent of existing roads. This will be a 12' wide approximately 4.8 mile concrete bike path, generally following the abandoned rail corridor of the old Lewes and Rehoboth Rail Line.

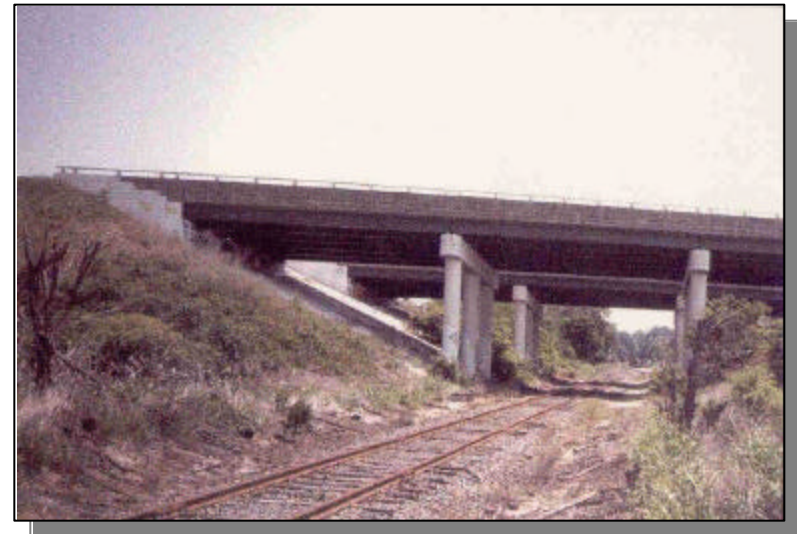
**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Representative District:** 37  
**Senatorial District:** 20



Entrance to Rehoboth



Nassau Bike Connection



**SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS (CONTINUED)*****Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			70	1,900	1,450	15,960	19,380

***All \$ X 1,000***

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
	Grid Improvements		100% ST		1,000			
	1. Nassau Bike/Ped. Connection	LOC/ENV PE R/W C	100% ST 100% ST 100% ST 80% F	30	30 90	100	1,000	
	2. Rehoboth Entrance Imp's SR 1 / Rehoboth Ave Int imp	LOC/ENV PE R/W C	100% ST 100% ST 100% ST 80% F	40	80 200	300 1,000	1,400	5,600
	3. Nassau Park and Ride Lot	LOC/ENV PE R/W C	100% ST 100% ST 100% ST 80% F			30	110	2,400 3,000
	4. Bike/Ped Connection Old Landing Road to Rehoboth P&R	LOC/ENV PE R/W C	100% ST 100% ST 100% ST 80% F			20	100	950 1,400

**SR 1, GRID IMPROVEMENTS, REHOBOTH AVENUE TO FIVE POINTS (CONTINUED)**

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	FUNDING	PHASE	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
	<b>5.</b> Rehoboth to Lewes Bike Path	100% ST	C	_____	<u>500</u>	_____	_____	_____
		TOTAL	19,380	70	1,900	1,450	2,610	13,350

*All \$ X 1,000*

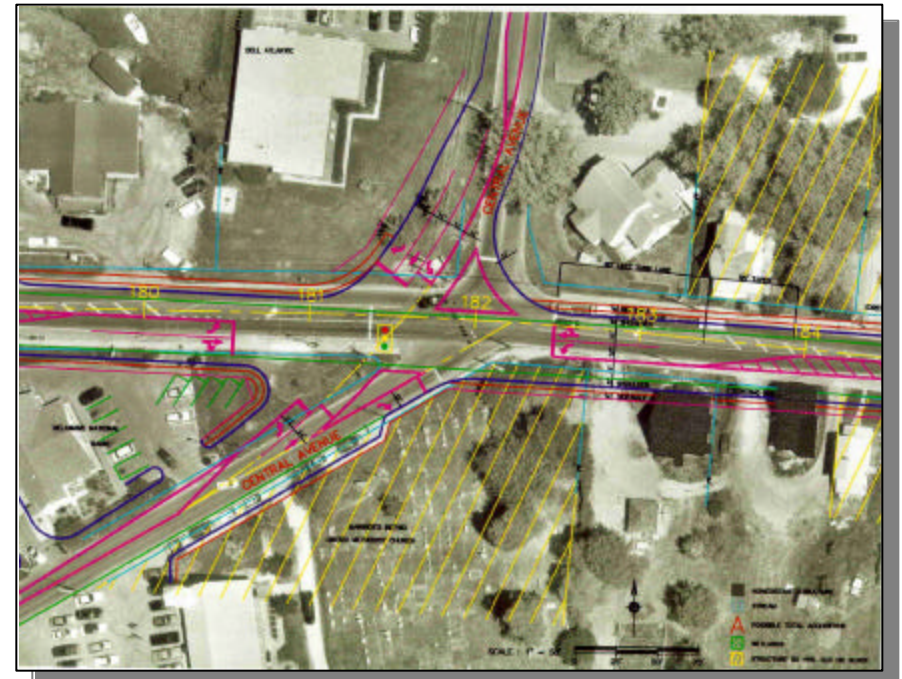


**SR 26, US113 TO ASSAWOMAN BAY**

**PROJECT SCOPE/DESCRIPTION:** In conjunction with the SR 26 Advisory Committee, DelDOT developed specific recommendations to address operational efficiency. Then recommendations were presented at a Public Workshop in August 1999. The recommended improvements are listed below:

**1. Intersections**

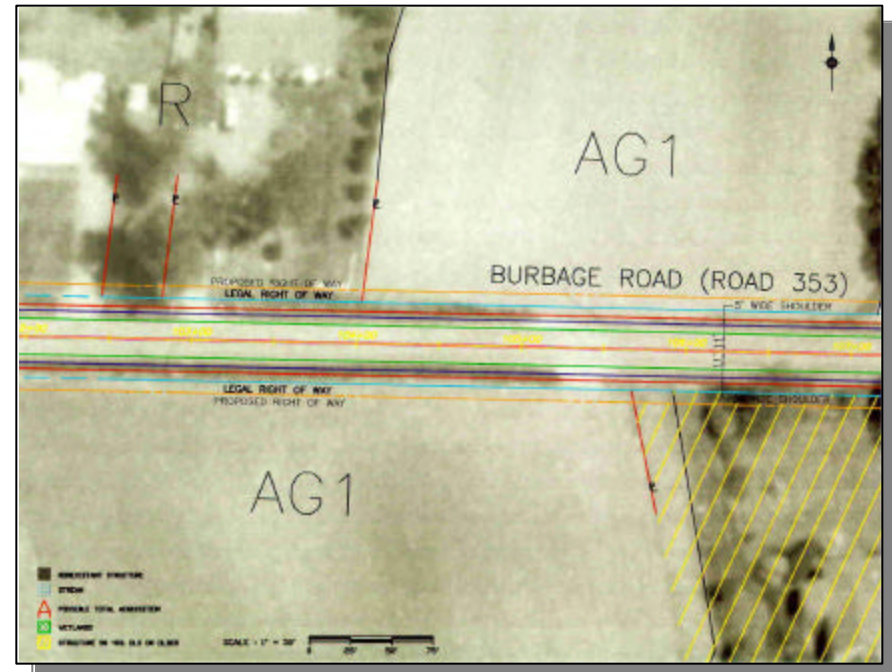
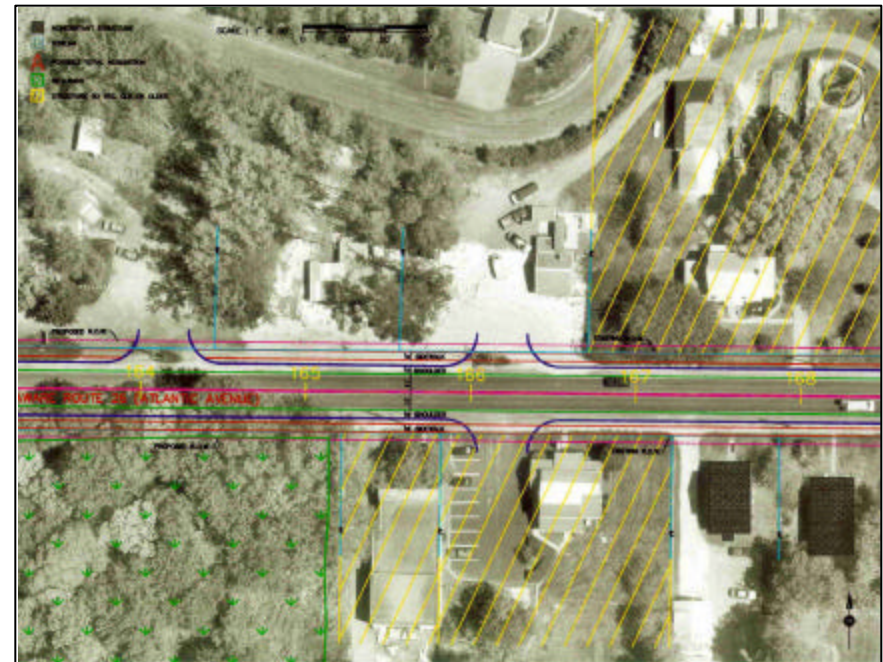
- SR 26/SR 54/S365 (Clarksville) – Realign intersection.
- SR 26 and intersections with Railway Road, Grants Road, Woodland Road and Windmill Road – Install bypass lanes/left-turn lanes.
- SR 26/Old Mill Road – Improve signal timings.
- SR 26/Central Avenue – Install SB right-turn lane, install EB right turn cutout, realign intersection from the west.
- SR 26/West Avenue – Install traffic signal, realign intersection, add left-turn lanes on SR 26.
- Dagsboro – Install traffic signal at Main Street and SR 26 as cost benefit analysis results indicated similar level of service as total realignment.

**SR 26 / Clarksville Intersection****SR 26 / Central Avenue Intersection**



**SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**

2. **Alternate Route** - Improve cross section to 11-ft. travel lanes and 5-ft. shoulders on Roads 353, 352, 84, and 368 to provide for an alternate to SR 26 between SR 17 and S361, and an improved bicycle route. Improvements are also needed to accommodate approved development.
3. **Sidewalks** – Install new sidewalks and repair the existing sidewalks on SR 26 from Old Mill Road to Assawoman Canal.
4. **Improve access** – Improve commercial access points (delineation, channelization) between Clarksville and the Assawoman Canal.
5. **Shoulders** – Improve/add shoulders along SR 26 to a minimum width of 5 feet to provide adequate bicycle facilities, between Clarksville and the Assawoman Canal.

**SR 26 Access Delineation****SR 26 Bypass Lanes**



**SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**

**PROJECT JUSTIFICATION:** In the summer and fall of 1998, the Department collected traffic count data on SR 26 from US113 to the Assawoman Canal. Based on the traffic information and an inventory of existing conditions in the study area, a Project Needs Report was completed in February 1999. The Needs Report identified four factors that contribute to the need for improvements to SR 26. The SR 26 Advisory Committee, a group that includes local government leaders, business owners, developers, and local residents, concurred with the conclusions included in the Needs Report.

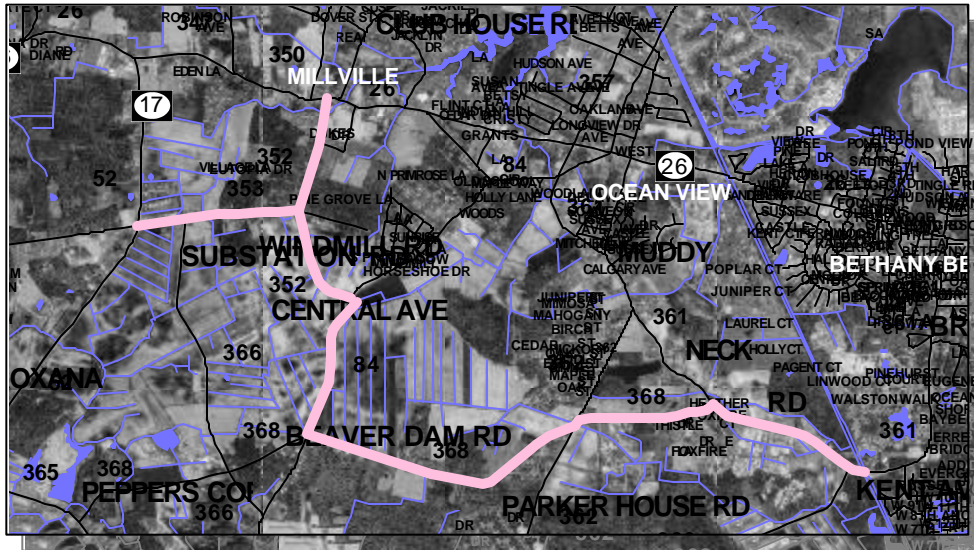
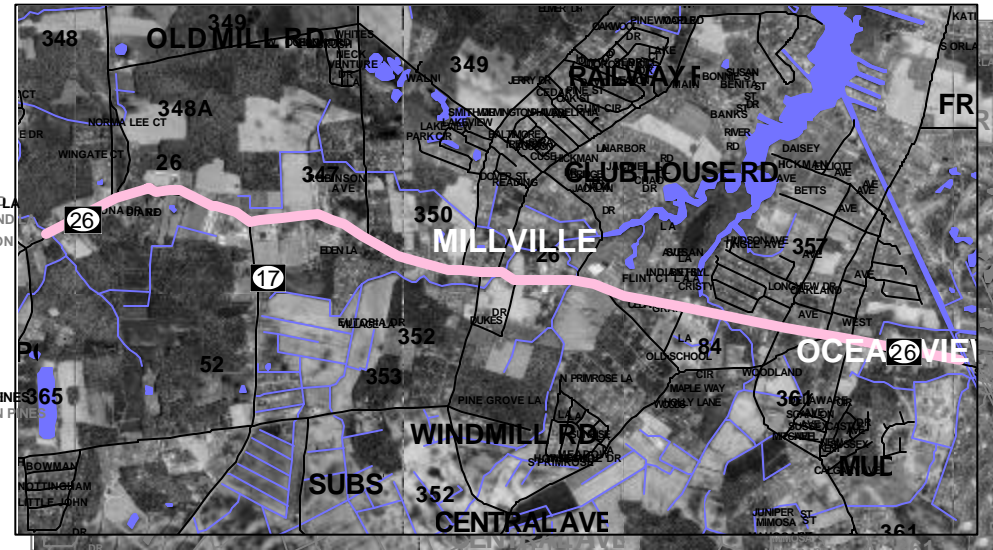
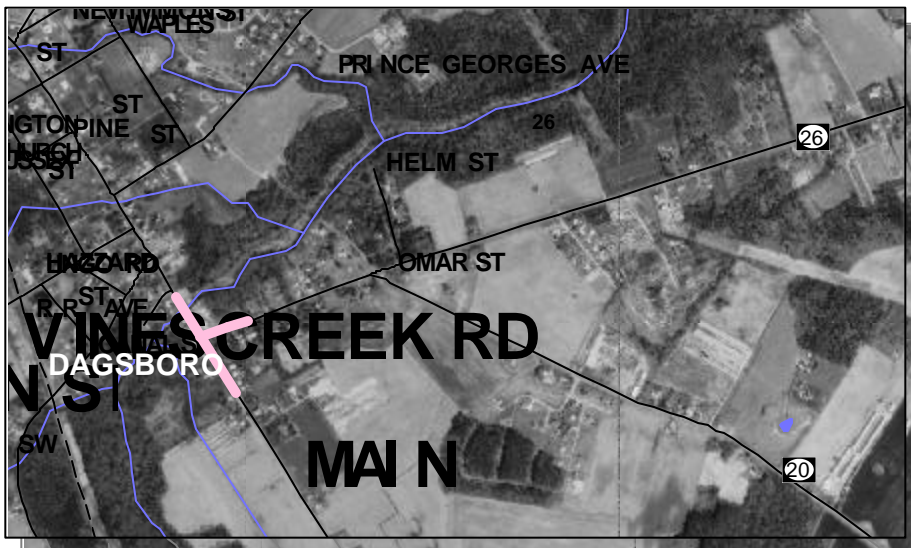
**1. Congestion**

- Primarily concentrated in Dagsboro and Ocean View.
- High summer average daily traffic and weekend traffic, in excess of 20,000 vehicles per day on summer weekends.
- Failing level of service at the following SR 26 intersections:
  - West Avenue
  - Central Avenue
  - Route 17
  - Route 20
  - Main Street South (Dagsboro)
- Low average speeds.

**2. Safety**

- Higher than average accident rate between Clarksville and Old Mill Road.
- High number of accidents at six intersections along SR 26.

**3. Access** – Many businesses along SR 26 have no (or poorly delineated) access points, particularly in Millville and Ocean View, which contributes to potentially hazardous situations and additional backups.**4. Roadway Conditions** – Lack of adequate shoulder areas, particularly for bicyclists in Millville and Ocean View.

***SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)******SR 26 Alternate Route******SR 26 Atlantic Avenue******SR 26 Dagsboro Intersection***

**SR 26, US113 TO ASSAWOMAN BAY (CONTINUED)**

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Representative District:** 38  
**Senatorial District:** 20

**FUNDING INFORMATION**

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
			1,250	2,050	7,700	7,750	18,750

*All \$ X 1,000*

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
21-112-04	Alternate Route	PE R/W C	100% ST 100% ST 80% F – Q25	1,250 700 7,200	1,250	700	7,200		
	SR 26, Atlantic Avenue	PE R/W C	100% ST 100% ST 80% AC F – Q25	1,250 500 7,750		1,250	500	7,750	
	Dagsboro Intersection	C	100% ST	<u>100</u>	_____	<u>100</u>	_____	_____	
				18,750	1,250	2,050	7,700	7,750	

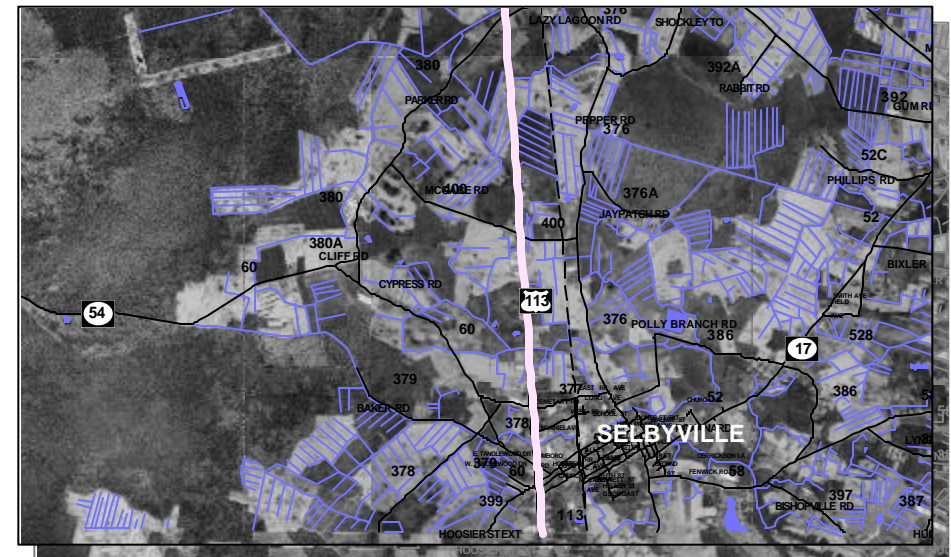
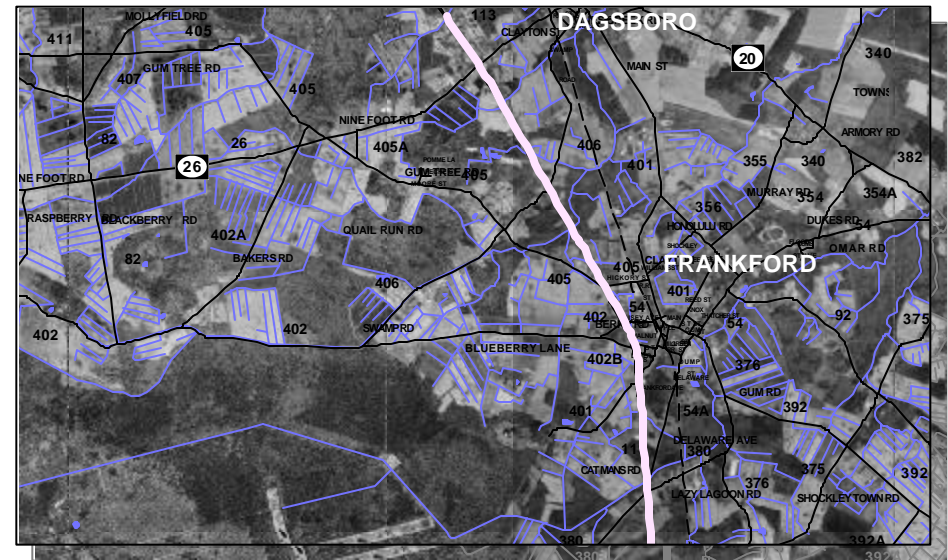
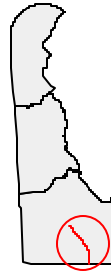
*All \$ X 1,000*



***US113, MD STATE LINE TO NORTH OF DAGSBORO***

**PROJECT SCOPE/DESCRIPTION:** This project was split into three separate phases. The first, US 113, North of Millsboro to S321, is currently under construction. The second, from North of Dagsboro to North of Millsboro was recently awarded and will include intersection and drainage improvements at SR 24, and incorporate various minor safety improvements. The remaining section from MD State Line to north of Dagsboro – will include resurfacing the existing pavements and make various minor safety improvements.

**PROJECT JUSTIFICATION:** The roadway over the entire distance needs to be replaced due to deteriorating pavement.





*US113, MD STATE LINE NORTH OF DAGSBORO (CONTINUED)*



***US113, MD STATE LINE NORTH OF DAGSBORO (CONTINUED)***

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Preservation  
**Representative District:** 38, 41  
**Senatorial District:** 20, 21

***Funding Information***

Prior Expenditures FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005-2007	Total
1,550	334	111	10,200	15,614	27,809		40,004

***All \$ X 1,000***

FMB ID OR PROJ #	INDIVIDUAL PROJECT SEGMENTS	PHASE	FUNDING	EST COST TO COMPLETE IN TODAY'S \$	FY 2001 7/00-6/01  TOTAL	FY 2002 7/01-6/02  TOTAL	FY 2003 7/02-6/03  TOTAL	FY 2004 7/03-6/04  TOTAL	FY 2005-2007 7/04-6/07  TOTAL
97-109-03	North of Dagsboro To North of Millsboro	C	80% F – Q05	10,200	10,200				
97-109-02	MD State Line to North of Dagsboro	C	80% F – Q05	15,614		15,614			
	TOTAL			<u>25,714</u>	<u>10,200</u>	<u>15,614</u>			

***All \$ X 1,000***